FORM 124 USE PREVIOUS EDITIONS 5-63

CLASSIFIED MESSAGE

MFG. 7-38

DATE 2332Z 25 NOV 64

SECRET

| ROUTING | | | |
|---|---|---|---|
| 1 | MA | 9 | |
| 2 | " | 10 | |
| 3 | DDP | 11 | |
| 4 | ec | 12 | |
| 5 | ZOEA | 13 | |
| 6 | CD | 14 | |
| 7 | SD | 15 | |
| 8 | RS | 16 | |

ROUTINE

TO : DIRECTOR

FROM : [redacted] 25X1A

ACTION:

INFO :

SP-1926 + 8

TOR: 0023Z 26 NOV 64

25X1A

OSA 1-15 ec

IN-59631

TO [redacted] 25X1A INFO CITE [redacted] 2460

25X1A

REF [redacted] 2335

TWO FLIGHTS WERE CONDUCTED ON 24 NOV. 1964 USING A/C 349 AGAINST A KC-97G TANKER IN ACCORDANCE WITH PROGRAM OUTLINED IN REF. MSG. RESULTS ARE AS FOLLOWS.

PRESENT PROCEDURES USED WITH KC-135 APPLY TO KC-97 AS WELL; I.E. APPROACH, WITHDRAWAL AND AERODYNAMIC AFFECT WITH TANKER AND BOOM RUDDERVATORS. OPTIMUM SPEED FOR REFUELING IS 170 KNOTS IAS. TESTS WERE CONDUCTED AT 150 AND 190 KNOTS SUCCESSFULLY, BUT ARE NOT AS SATISFACTORY. OPTIMUM RANGE FOR A "BUDDY-OUT" TYPE MISSION WILL BE OBTAINED USING 170 KNOTS IAS AT APPROX. 20M FT. THERE WERE NO REFUELING PROBLEMS OF ANY SORT ON EITHER SORTIE

25X1A

CONDUCTED BY TWO [redacted] PILOTS. ALSO, THE AFT DIRECTIONAL LIGHTS ON THE KC-97 ARE EXCELLENT FOR ESTABLISHING AND MAINTAINING PROPER REFUELING POSITION.

THE BOOM OPERATOR COMMENTED THAT ONE OF THE FOUR TYPES OF A/C THAT HE HAS WORKED, FROM B-52 DOWN, THIS ARTICLE WAS THE EASIEST.

"BUDDY-OUT" RANGE PERFORMANCE FLIGHT IS IN PROGRESS AND DELIVERY

SECRET

GROUP 1
EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

 COPY NO. 6

25X1A

S E C R E T

[redacted] 2460 (IN-59831)

25X1A PAGE TWO

ETA FOR ARTICLE 349 IS 1215 HRS. ON 25 NOV. TO [redacted]

25X1A [redacted] AND HIS CREW

ON THEIR COOPERATION AND EFFICIENCY DURING THESE TESTS.

END OF MESSAGE

S E C R E T